

AMENDMENTS TO THE SPECIFICATION

Paragraph [0020] on pages 8-9 of the specification is amended to read as follows:

Factors such as readily described road conditions or other attributes associated with travel on certain roads that would influence a user to choose one route over another are described herein as personal travel preferences. For instance, if the user intends to spend most of his or her time on the road making or receiving phone calls with a cellular phone, the availability of adequate cell phone coverage over the entire route might be a significant factor influencing the choice of a driving route. If the user wishes to minimize the amount of fuel consumed, then fuel consumption required by the alternative routes would be a significant factor. If the user wishes to avoid unpleasant driving conditions, such as congested roads, construction zones, areas prone to excessive snow in the winter, areas prone to flooding in heavy rain, or other adverse road conditions including on-going construction zones, then such conditions are factors that may possibly be as user preferences in systems and methods of the present invention. The availability of places of interest to the user along a route could also be considered a preference. Such places could include, for example, restaurants, gas stations, historic or scenic sites, and various types of stores or facilities at which the user may need or may possibly wish to stop. To the extent that any of these conditions and factors can be associated with roads, streets and highways through databases or other computer resources, which can be accessed and/or interrogated while on line or through stored databases, then this information can ~~can~~ be used by route planning subsystems to optimize planned routes and/or estimated time of arrival calculations. According to one aspect of our invention, these preferences are to be specified as factors in the agenda table, so that they will be considered as appropriate by the agenda replicator system, and by vehicle-based GPS navigation system, and any route planning subsystem used in either system. Specifically, these factors may be specified by the user thereof so that his or her preferences are employed as an integral part of route planning and/or estimated time of arrival calculations, as will be further explained.

Paragraph [0021] on pages 9-10 of the specification is amended to read as follows:

It would be helpful for a route-planning subsystem of the GPS navigation system to be able to automatically compute routes if the user decided not to stop at one of the locations in an agenda table at which the user earlier planned to stop. This is another aspect of our invention. Accordingly, our systems and methods may be arranged to operate as follows. When a location is dropped from the user's itinerary as specified in a travel agenda table, then, the agenda replicator system of the present invention updates the starting point for ~~the trip~~ the trip to the next location changes. Accordingly, the systems of the present invention may be arranged to automatically recalculate the route information, based upon the updated information, including the dropped agenda item and/or a new current starting point location of the vehicle. In this manner, the user does not have to reenter information about the other following destinations. Instead, the system upon being prompted helps this process by automatically updating the agenda tables and re-generates any routes previously planned that are affected by the changes, as will be further explained. These and other aspects of the present invention may be further understood by referring to the detailed description, accompanying Figures, and appended claims.

Paragraph [0049] on pages 18-19 of the specification is amended to read as follows:

On the upper left side of Figure 1 is shown short-range wireless communications system 130 including antenna 132 for communicating digital information over communications paths 134 to and from computer system 24. If desired, GPS system 22 may be provided with external flash memory 140 which communicates over path 142 with computer system 24. External memory 140 may if desired be removable by providing a suitable connector and associated memory slot. The use of ~~removale~~ removable flash memory or other removable memory represents yet another way of transferring information between computer system 34 and computer system 24. For example, a travel

agenda table may be loaded into an external memory stuffed in removable memory slot on system 34, and an agenda table produced by the system of the present invention is downloaded thereto. Thereafter, the same external memory unit is removed from system 34 and placed in a memory slot, such as the slot for memory 140. Thereafter, computer system 24 may access that memory and download or view the agenda table and/or other travel-related information (including but not limited to destination addresses, phone numbers and still other contact and calendar information) which has been written thereto by system 34.

Paragraph [0055] on page 21 of the specification is amended to read as follows:

Although the description is with respect to an office-based computer system for the most part, it should be appreciated that the advanced features disclosed as part of this invention for use with the office computer system 34 can also be employed in the computer system 24 to advantage. One such feature is the ability to update ~~entries~~ entries and change entries anywhere in the agenda table. The optional memory 191 may be used as part of the vehicle storage subsystem and if desired the agenda table may be stored therein.

Paragraph [0063] on pages 24-25 of the specification is amended to read as follows:

As shown in Figure 2, the GPS Agenda Table 200 is a data structure which contains an agenda portion 210 which contains agenda items 221-~~226~~227, an estimated time to the destination portion 230 which contains estimated times to destination 231-237, and a route description portion 240 which contains routes 241-247 which are generated by route planning software. Thus each agenda item, 221-227, has a corresponding estimated time to destination, 231-237, and a corresponding route, 241-247. An agenda item ~~210-226~~221-227 minimally contains an appointment time, i.e., the time at which the user desires to arrive at the location, and an identifier or descriptor that describes the location.

This identifier or descriptor can be an address or the name of the party whom the user is meeting. The time to destination 230 is dynamically computed by the route planning software. The route planning software can either use a factor which is based on the time of day to take into account variations in traffic patterns and congestion and the expected time to complete the route or the route planning software GPS uses the time to travel the distance and the amount of traffic on the route, as determined by website or radio transmissions. If the agenda item contains a descriptor rather than an address, the system will search for the address associated with the descriptor by searching through the user's address book and the Internet, if necessary. The time to destination 231-237 is updated dynamically whenever the GPS Agenda Table is accessed.